

WHERE COAL IS KING.

Product Largely In Demand Comes From Small Area.

CHIEF FIELDS NAMED FROM RIVERS

There Are Three of Them Situated In Northeastern Pennsylvania, Which Is the Treasury of Anthracite Deposits—Inferior Grades Also Found In Other States.

Coal consumers who are anxiously looking to that section of the United States that furnishes the country with hard fuel have little conception of the narrow confines within which the rich deposit is found, says the Chicago News. It is all in Pennsylvania, and if the whole of the three big fields were brought together in one compact body it would be no larger than a county twenty-four miles long and twenty-two miles wide.

But when the wonderfully productive seams and strata down deep in the bowels of the earth of this seemingly small county are considered the area in square miles has little or no significance. The best idea of its capacity to produce coal may be best formed when it is stated that the anthracite production reaches all the way from 50,000,000 to 60,000,000 tons a year.

At this stage of the miners' strike and the yearning call for coal, with winter coming on apace and with few filled bins, a description of the favored anthracite district in the Keystone State may be of interest. There are three principal fields, all in the northeastern corner of the state. The southern or Schuylkill field is a long, narrow trough or basin inclosed by a continuous mountain called Locust or Broad mountain on the north and Sharp mountain on the south. There are several deep cuts in these mountain barriers down to the bottom of the valley through which various streams pass, forming the drainage of the country and affording convenient locations for railways to carry the coal to market. In this field there are 146 square miles.

The second district comprises the Shamokin, Mahanoy and Lehigh basins, which occupy the summit of the highest ground between the waters of the Schuylkill on the south, the Lehigh on the east, the Susquehanna on the west, in the midst of a dense chain of mountains extending across the entire country between the last two rivers. In this field of anthracite there are 128 square miles.

The third section is the Wyoming and Lackawanna, and it is the largest and finest of the great anthracite coal basins. It rests in a beautiful valley, a solid, unbroken field fifty miles long and from four to five miles wide and contains 198 square miles of territory. It is all in one county—that of Luzerne—and is completely shut in by mountain barriers.

In the three fields described there are 472 square miles that are underlain with the now precious fuel on which the country depends to warm its thousands of homes. The traveler who looks from the window of a Lehigh Valley car as the train winds through the mountain passes and scoots down the valley like a streak not only views some of the grandest scenery of the world, but gazes into the treasury of black diamonds without which his own apartments at home would lose much of their comfort and cheer.

In most instances these famous fields get their names from the rivers that drain the country and in places wash the mountain bases. The north branch of the Susquehanna river is formed at the junction of the Chemung, Susquehanna in Bradford county, within the northern boundary of the state. Thence it pursues a southerly course 100 miles to Pittston, tracing a valley 500 to 1,000 feet deep, first through the Catskill group and farther south through the Allegheny and Catskill group of formations being

There is no coal of the state north of the river, but at strikes the inside mining and Lackawanna lies in a northeast direction in the form of a quarter, with the convex side toward the northeast corner of the state. The Lackawanna coalfield is northeast and the Wyoming valley region is southwest of Pittston, both being parts of one uniform and symmetrically formed basin, only distinguished by the famous streams that drain them.

Rhode Island and Massachusetts both have anthracite coal deposits, but the coal is of inferior grade, and it is, practically unfit for use. The Kansas has deposits of this kind, but practically little is being mined. Kansas City would be the best place to produce, admit the country is won't the mines be a great state of Pennsylvania practice the shins of its people. They are called. The merchant law now in all of the coal region.

The American people are about to be deceived by a fake of the most ordinary kind.

ROCKLEDGE MANILA.

Major Halford Wants a \$200,000 Building For the Philippines.

Major Elijah W. Halford, U. S. A., who has lived in Manila two years and was formerly secretary to President Harrison and is conversant with the conditions of the islands and their needs, asks American philanthropists for \$200,000 for a Young Men's Christian association for Manila and says that it would do more to Americanize the city in a proper way and have a greater influence on those islands than any one single thing.

The building, he says, should occupy an entire block of ground and be constructed in a way suitable to a tropical climate, with a large central court and fountains. The building should have departments for sailors and soldiers and should also provide not only for Filipino young men, but for the 10,000 English speaking young men in the islands, all of whom pass through Manila. He represents that Americans have in the four years of their occupancy erected only one structure for religious purposes and that from money raised locally. The missionaries are in accord with his appeal. The English speaking young men there, away from home and surrounded with the fiercest environment, need the conserving and helpful influence of a Young Men's Christian association as well as the increasing body of eligible Filipinos, who need to be trained in American civilization and the Protestant faith and practice. "A million dollars given now would do more for the country and Christianity in Manila than \$5,000,000 anywhere else five years hence."

The international committee of Young Men's Christian associations has been for four years conducting a large work for soldiers in Manila and has many English speaking young men in evening classes preparing for government and civil positions, and it makes the temporary rooms popular headquarters for English speaking young men in the islands.

SUBMARINE MOTIVE POWER

American Naval Expert Believes Electricity Should Be Used.

"The submarine boat of the future should be propelled by electricity," said Lieutenant Commander John R. Edwards, United States navy, the other day. Commander Edwards, who is known as an expert student of marine propulsion, is making a special study of submarine torpedo boats, says a Washington special to the New York Times.

"It is impossible to utilize steam for submarine sailing," continued Commander Edwards, "as the heat would be too great. Inventors, therefore, turned to gasoline motors for surface work and the electric storage batteries when submerged. On the question of motive power opinions of naval officers differ. I believe gasoline motors should be abandoned altogether, while others hold that they are valuable for surface work. These give their boats a radius of action they could not secure by the use of storage batteries exclusively. The French boats, I understand, use electricity alone, but this limits their range to some forty miles and makes them comparatively valueless except for harbor defense.

"I believe it would be possible to build submarine torpedo boats sufficiently large to accommodate batteries which would give a radius of action of several hundred miles. The boats now being constructed for the navy are about 120 tons, and I see no reasons why they should not be built of 200 or more tons displacement. Of course the operation of submarine boats by storage batteries exclusively would be a very expensive matter. The batteries would be the most expensive feature of the boat. The Holland cost \$150,000 and the ones would be \$250,000.

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Volcanoes. William S. Devery was sitting at the Four Corners club in New York the other night, and during a lull in the political discussion the remarkable weather this fall was mentioned. "Say, chief," said one of the henchmen, "don't you think them 'ere volcanoes in the West Indies have had somethin' to do with this 'ere queer weather?" "Sure," replied Mr. Devery gravely. "I think the funny weather we bin havin' has bin caused by them volcanoes' semitic influences."—New York Times.

No danger of consumption if you use Foley's Honey and Tar to cure that stubborn cough. Sold by Wilson & Son.

SOUTH CAROLINA'S GUN.

"Twenty Inch Tillman" Complies With Requirement of Law.

The twenty inch Tillman has made its appearance in South Carolina to meet the conditions of the new pistol law of that state, says a Charleston (S. C.) dispatch to the St. Louis Post-Dispatch. It is the invention of a Charleston gunsmith. In this instance the inventor waives the honor of having the new arm bear his name and is willing that it shall go to the senior senator of the state, who has made a reputation as a fighting man and the originator and defender of freak laws.

The twenty inch Tillman, as its name implies, is twenty inches in length and weighs three pounds. It has a rifled barrel and can be set with hair trigger, though at present the regulation double action trigger is used. The caliber is .44. The model weapon is something of an impromptu affair, if the term may be used, but if the demand should warrant the regular manufacture of the piece may be taken up. The model indeed was made by sawing off a rifle of .44 caliber and fitting it with pistol grip and lock. It must not be inferred, however, that the first twenty inch Tillman is a rough caricature. Far from it. It is a neatly finished weapon and guaranteed to do its work well. It is a credit to both the inventor and the honorable gentleman upon whose name it seems destined to shed luster. The pattern should become the favorite dueling piece among those South Carolina candidates who thirst for each other's gore.

The twenty inch Tillman is to be worn in a leather belt outside the coat, or it may be carried on the shoulder or across the arm. In action it should be laid across the left arm, while the trigger is manipulated with the right forearm. Naturally there is a good deal of a "kick" about the piece, since it carries a slug designed for an eight pound gun, but that is one of the chief Tillmanesque features of the piece. It is likely to hurt the man behind it as well as the man in front. However, by deft manipulation the marksman may be able to save himself from much of the recoil. Meanwhile if the shot has been well put the man in front is disposed of with neatness and dispatch. No lingering illness follows a wound made by the twenty inch Tillman. It is built for business.

Caddies on a Strike.

All the caddies at the Morris County Golf club in Morristown, N. J., went on a strike the other day, says the New York World, and members who wanted to play had to carry their own sticks. There were about thirty regular caddies, who were paid \$2 a week regular salary, with 5 cents an hour when working.

Danger in Fall Colds.

Fall colds are liable to hang on all winter, leaving the seeds of pneumonia, bronchitis or consumption. Foley's Honey and Tar cures quickly and prevents serious results. It is old and reliable, tried and tested, safe and sure, contains no opiates and will not constipate. Sold by Wilson & Son.

COAL FOR JEWELRY.

"Black Diamonds" Sold For Stickpins In Chicago.

In one of Hoyt's farces two characters, Reuben and Cynthia, used to come out on the stage and sing to each other about the topics of the time. One of them would sing a verse and then the other would reply in like strain. One of these verses by Cynthia was as follows:

Reuben. Reuben, I've been thinking What an awful thing 't would be If they took to burning diamonds And sold coal for jewelry.

This was Reuben's response:

Cynthia. Cynthia, I've been thinking, And I know you'll take my word, Not one-half the population Ever'd know it had occurred.

This passed for merely nonsensical rhyme. No one ever thought coal would be sold for jewelry, but that is what is being done in Chicago these days, says the New York Herald. A street at Adams and Dearborn street and offered genuine black diamond stickpins at 15 cents apiece. The black diamonds were lumps of hard coal fastened to a gold pin. The sale of these pins was brisk, and hundreds of them were in their cravats.

A HAPPY HOME

Is one who health about blood there be good health? With a little of the blood, and is cannot be.

Tutt's Pills

revivify the torpid LIVER and restore its natural action.

A healthy LIVER means pure blood. Pure blood is health. Health is happiness. Take no Substitutes. All Druggists.



"THE EAST COAST OF FLORIDA IS PARADISE REGAINED."

FLORIDA EAST COAST RAILWAY.

LOCAL TIME CARD No. 42. In Effect Aug. 28, 1902.

SOUTHBOUND—READ DOWN.

NORTHBOUND—READ UP.

No. 11 Daily Ex. Sun.	No. 33 Daily	No. 35 Daily	MAIN LINE.	No. 78 Daily	No. 32 Daily	No. 12 Daily Ex. Sun.
5:00 p	10:15 p	10:15 p	Lv. Jacksonville.	7:00 p	8:00 a	.....
5:08 p	10:23 a	10:23 a	Lv. South Jacksonville.	7:08 p	8:08 a	.....
5:15 p	11:30 a	11:30 a	Lv. St. Augustine.	7:15 p	8:15 a	.....
5:23 p	11:38 p	11:38 p	Lv. Hastings.	7:23 p	8:23 a	.....
5:30 p	12:02 p	12:02 p	Lv. East Palatka.	7:30 p	8:30 a	.....
5:38 p	12:10 p	12:10 p	Lv. Neola.	7:38 p	8:38 a	.....
5:45 p	12:18 p	12:18 p	Lv. Dupont.	7:45 p	8:45 a	.....
5:53 p	12:26 p	12:26 p	Lv. Ormond.	7:53 p	8:53 a	.....
6:00 p	12:34 p	12:34 p	Lv. Daytona.	8:00 p	9:00 a	.....
6:08 p	12:42 p	12:42 p	Lv. Port Orange.	8:08 p	9:08 a	.....
6:15 p	12:50 p	12:50 p	Lv. New Smyrna.	8:15 p	9:15 a	.....
6:23 p	12:58 p	12:58 p	Lv. Oak Hill.	8:23 p	9:23 a	.....
6:30 p	1:06 p	1:06 p	Lv. Titusville.	8:30 p	9:30 a	.....
6:38 p	1:14 p	1:14 p	Lv. Cocoa.	8:38 p	9:38 a	.....
6:45 p	1:22 p	1:22 p	Lv. Rockledge.	8:45 p	9:45 a	.....
6:53 p	1:30 p	1:30 p	Lv. Eau Gallie.	8:53 p	9:53 a	.....
7:00 p	1:38 p	1:38 p	Lv. Melbourne.	9:00 p	10:00 a	.....
7:08 p	1:46 p	1:46 p	Lv. Sebastian.	9:08 p	10:08 a	.....
7:15 p	1:54 p	1:54 p	Lv. Ft. Pierce.	9:15 p	10:15 a	.....
7:23 p	2:02 p	2:02 p	Lv. St. Lucie.	9:23 p	10:23 a	.....
7:30 p	2:10 p	2:10 p	Lv. Ft. Pierce.	9:30 p	10:30 a	.....
7:38 p	2:18 p	2:18 p	Lv. White City.	9:38 p	10:38 a	.....
7:45 p	2:26 p	2:26 p	Lv. Titusville.	9:45 p	10:45 a	.....
7:53 p	2:34 p	2:34 p	Lv. Edens.	9:53 p	10:53 a	.....
8:00 p	2:42 p	2:42 p	Lv. Jensen.	10:00 p	11:00 a	.....
8:08 p	2:50 p	2:50 p	Lv. Stuart.	10:08 p	11:08 a	.....
8:15 p	2:58 p	2:58 p	Lv. Hobe Sound.	10:15 p	11:15 a	.....
8:23 p	3:06 p	3:06 p	Lv. West Jupiter.	10:23 p	11:23 a	.....
8:30 p	3:14 p	3:14 p	Lv. West Palm Beach.	10:30 p	11:30 a	.....
8:38 p	3:22 p	3:22 p	Lv. Boynton.	10:38 p	11:38 a	.....
8:45 p	3:30 p	3:30 p	Lv. Ft. Lauderdale.	10:45 p	11:45 a	.....
8:53 p	3:38 p	3:38 p	Lv. Lemon City.	10:53 p	11:53 a	.....
9:00 p	3:46 p	3:46 p	Lv. Miami.	11:00 p	12:00 a	.....

BUFFET PARLOR CARS ON TRAINS 85 AND 78.

BRANCH LINES SCHEDULES.

No. 57 Daily	No. 55 Daily	No. 53 Daily	No. 49 Daily	No. 47 Daily	PALATKA BRANCH.	No. 45 Daily	No. 43 Daily	No. 50 Daily	No. 54 Daily	No. 56 Daily
7:30 p	8:30 p	4:30 p	11:45 a	6:25 a	Lv. Palatka.	6:20 a	7:15 a	12:45 p	8:25 p	7:25 p
7:40 p	8:40 p	4:40 p	11:55 p	6:35 a	Ar. E. Palatka.	6:30 a	7:25 a	12:55 p	8:35 p	7:35 p
No. 57 Daily	No. 45 Daily	No. 43 Daily	No. 17 Daily	No. 15 Daily	SAN MATEO BRANCH.	No. 41 Daily	No. 39 Daily	No. 18 Daily	No. 16 Daily	No. 14 Daily
7:30 p	8:30 p	4:30 p	11:45 a	6:25 a	Lv. East Palatka.	6:20 a	7:15 a	12:45 p	8:25 p	7:25 p
7:40 p	8:40 p	4:40 p	11:55 p	6:35 a	Ar. San Mateo.	6:30 a	7:25 a	12:55 p	8:35 p	7:35 p
No. 21 Daily	No. 19 Daily	No. 17 Daily	No. 15 Daily	No. 13 Daily	MAYPORT BRANCH.	No. 11 Daily	No. 9 Daily	No. 18 Daily	No. 16 Daily	No. 14 Daily
8:00 p	10:00 a	6:00 p	8:30 a	8:30 a	Lv. Jacksonville.	7:45 a	12:35 p	8:30 p	8:30 p	8:30 p
8:08 p	10:08 a	6:08 p	8:40 a	8:40 a	Lv. So. Jacksonville.	7:53 a	12:43 p	8:38 p	8:38 p	8:38 p
8:15 p	10:15 a	6:15 p	8:45 a	8:45 a	Lv. Pablo Beach.	8:00 a	11:50 a	8:45 p	8:45 p	8:45 p
8:23 p	10:23 a	6:23 p	8:55 a	8:55 a	Lv. Atlantic Beach.	8:08 a	11:58 a	8:53 p	8:53 p	8:53 p
8:30 p	10:30 a	6:30 p	9:00 a	9:00 a	Lv. Mayport.	8:15 a	12:05 p	9:00 p	9:00 p	9:00 p
No. 11 Daily	No. 9 Daily	No. 7 Daily	No. 5 Daily	No. 3 Daily	SANFORD BRANCH.	No. 12 Daily	No. 10 Daily	No. 2 Daily	No. 1 Daily	No. 1 Daily
7:05 a	8:05 a	9:05 a	10:05 a	11:05 a	Lv. Titusville.	7:15 p	8:15 p	9:15 p	10:15 p	11:15 p
7:15 a	8:15 a	9:15 a	10:15 a	11:15 a	Lv. Mims.	7:25 p	8:25 p	9:25 p	10:25 p	11:25 p
7:25 a	8:25 a	9:25 a	10:25 a	11:25 a	Lv. Osteen.	7:35 p	8:35 p	9:35 p	10:35 p	11:35 p
7:35 a	8:35 a	9:35 a	10:35 a	11:35 a	Lv. Enterprise.	7:45 p	8:45 p	9:45 p	10:45 p	11:45 p
7:45 a	8:45 a	9:45 a	10:45 a	11:45 a	Lv. Sanford.	7:55 p	8:55 p	9:55 p	10:55 p	11:55 p
7:55 a	8:55 a	9:55 a	10:55 a	11:55 a	Lv. Sanford.	8:05 p	9:05 p	10:05 p	11:05 p	12:05 p

These Time Tables show the times at which trains may be expected to arrive and depart from the several stations, but their arrival or departure at the times stated is not guaranteed nor does the Company hold itself responsible for any delay or any consequence arising therefrom.

Peninsular and Occidental Steamship Connections at Miami BETWEEN MIAMI, KEY WEST AND HAVANA.

SOUTHBOUND.

NORTHBOUND.

Lv. Miami, Mon. We. Sa.	11:00 p	Lv. Havana, Thurs.	12:30 p
Ar. Key West, Tues. Thurs.	12:30 p	Ar. Key West, Tues. Thurs.	7:30 p
Lv. Key West, Thurs.	7:30 p	Lv. Havana, Fri. Sa.	8:00 a
Ar. Havana, Fri. Sa.	8:00 a	Ar. Miami, Weds. Fri.	11:00 a

For copy of Local Time Card address any Agent.

J. D. RAHNER, Asst. Gen. Pass. Agent. ST. AUGUSTINE.

ATLANTIC, VALDOSTA & WESTER

No. 4.	Stations.
7:10 p m.	Lv. Jacksonville Ar.
11:05 p m.	Ar. Valdosta Lv.
3:55 a m.	Ar. Macon Lv.
7:25 a m.	Ar. Atlanta Lv.
1:00 p m.	Ar. Chattanooga Lv.
6:55 p m.	Ar. Nashville Lv.
11:40 p m.	Ar. Martin Lv.
6:52 a m.	Ar. St. Louis Lv.
10:50 a m.	Ar. Chicago Lv.
2:30 a m.	Ar. Louisville Lv.
7:20 a m.	Ar. Cincinnati Lv.
9:15 a m.	Ar. Chicago Lv.

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